बाड़मेर परिपथ सहित विकास के लिए अभिनिर्धारित किया गया है । विकास किए जाने वाले तीर्थ केन्द्रों की सूची में अजमेर शरीफ को शामिल किया गया है ।

Air port Association International Conference in Spain

2169. SHRI RAMDAS AGARWAL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to stale :

(a) whether he wit: attend the Conference of the Airports Association Internationa! to be held at Madrid in Spain. shortly:

(b) whether Government are in favour of New Delhi becoming a training centre for Aviation Management in Asia:

(c) whether Delhi is likely to p!ay host for the Asian Region Sectt, as well as the venue for the third world Assembly to be held here in 1993; and

(d) if so. what are the details thereof and likely Agenda therefor, if finalised ?

THE MINISTER OF CIVII AVIA TION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) Minister of Civil Aviation and Tourism has attend ed the Conference, of the Airports Associa tion Council International (now renamed as Airports Council International on 12-11-1992 at Madrid, Spain.

(b) The Institute of Aviation Management rim by the Internationa! Airports Authority of India at New Delhi is already devoted to manpower training in Airport and Aviation Management in the region.

(c) New Delhi is the Headquarters of the Asian Region of the Airports Council International and the 1993 Third World Assembly and Conference is scheduled to be held from 7-10 November, 1993 at New Delhi.

(d) The Airports Council Internationa;' at Geneva has not finalised the agenda for the conference.

Curtailing Indian Airlines flights

2170. SHRI KRISHNA KUMAR BIRLA : SHRI MD. SALIM :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

fa) what is the percentage of reduction in the Indian Airlines flights since August, 1992 stating the sectors and regions which iiave been affected;

(b) what is the percentage of decline in the profits with the curtailment of the air services on these routes; and

(c) what are the reasons for curtailing the Indian Airlines flights stating the measures taken to restore the flights ?

THE MINISTER OF CIVIL AVIA TION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) The sector-wise percentage of curtailment in Indian Airlines flights since August, 1992 are shown in the Statement (AW below).

(b) Consequent to reduction in seating capacity the net loss declined to 5.95 crores in August, 1992 as compared to Rs. 14.69 crores in July, 1992 since the load and seat factors improved resulting in improved financial performance of Indian airlines.

(c) Indian Airlines has reduced the frequencies of its services on some sectors effective 1-8-1992 in order to improve punctuality, provide stand-by aircraft capacity and to send aircraft for maintenance according to schedule. With the improved availability of operating aircraft the frequencies of some of the flights which were curtailed in August, 1992 have been restored. Hiwever, from 15th October 1992 onwards, due to the agitation by pilots Indian Airlines has been maintaining its schedules on a day-to-day basis depending on availability of operating crew.

Statement

Sl. No.	Routes	% Change in capacity		
		Aug.	Sept.	Nov.
	Trunk Routes			
1.	Bombay-Bangalore	+0.7		
2.	Bombay-Calcutta	+8.3		
3.	Bombay-Delhi	—32.0		
4.	Bombay-Goa	+21.5		+16.3
5.	Bombay-Hyderabad	+1.3		
6.	Bombay-Madras	+7.6		
7.	Delhi-Bangalore	—16.3		
8.	Delhi-Bombay-Trivandrum	N		
	Terminators			
9.	Bombay-Trivandrum	W	N	W
10.	Bombay-Jaipur	W	N	W
11.	Bombay-Bhavnagar	—28.6	+20.0	W
12.	Bombay-Calicut		+22.2	
13.	Bombay-Nagpur	+33.3		
14.	Bombay-Rajkot	—28.6	+20.0	W
15.	Calcutta-Bangalore	—42.9		
16.	Calcutta-Dibrugarh	—25.0	+33.3	—75.0
17.	Calcutta-Hyderabad	—62.5		
18.	Calcutta-Agartala	—21.4	+27.3	
19.	Calcutta-Bhagdogra	—28.6		
20.	Calcutta-Port Blair	—33.3	+50.0	—33.3
21.	Delhi-Ahmedabad	—25.0		W
22.	Delhi-Jammu			W
23.	Delhi-Leh			W
24.	Delhi-Lucknow	—70.0		
25.	Delhi-Pune	—4.8	+15.0	
26.	Delhi-Srinagar	W	W	W
27.	Hyderabad-Vizag	—28.0		
28.	Jammu-Leh			W
29.	Leh-Srinagar			W
30.	Madras-Hyderabad	+33.3		
31.	Madras-Port Blair	—25.0		
	Multi-stop Flights			
32.	Bombay-Rajkot-Bhuj-Bombay			N
33.	Bombay-Raipur-Bhubaneswar-Calcutta	—33.3		
34.	Bombay-Bhubaneswar-Calcutta			N
35.	Bombay-Ahmedabad-Jaipur-Varanasi-Calcutta	—33.3		
36.	Bombay-Ranchi-Patna-Bombay	+33.3		
37.	Bombay-Jamnagar-Bhuj	—20.0		W
38.	Bombay-Bhavnagar-Jamnagar-Bombay	—		N
39.	Calcutta-Guwahati-Silchar			W

Sl. No.	Routes	%Change in capacity		
		Aug.	Sept.	Nov.
40.	Calcutta-Guwahati-Tezpur-Jorhat-Calcutta	—33.3		W
41.	Calcutta-Tezpur-Dibrugarh-Calcutta	—	—	N
42.	Calcutta-Silchar-Dimapur-Jorhat-Calcutta	—	—	N
43.	Calcutta-Imphal-Dimapur-Calcutta	—25.0		W
44.	Calcutta-Imphal	—	—	N
45.	Calcutta-Silchar-Imphal			—57.1
46.	Calcutta-Tezpur-Jorhat-Guwahati-Calcutta	—33.3		W
47.	Delhi-Agra-Kahjuraho-Varanasi-Delhi	—		N
48.	Delhi-Guwahati-Imphal	—25.0		
49.	Delhi-Guwahati-Agartala	—33.3		
50.	Delhi-Goa-Cochin	—42.9		
51.	Delhi-Bagdogra-Guwahati-Dimapur			W
52.	Delhi-Bagdogra-Guwahati-Delhi	—	—	N
53.	Delhi-Chandigarh-Jammu-Srinagar			—50.0
54.	Delhi-Chandigarh-Leh			—33.3
55.	Delhi-Jammu-Srinagar			+33.3
56.	Delhi-Jammu-Leh	—	—	N
57.	Delhi-Srinagar-Leh	—	—	N
58.	Delhi-Jaipur-Jodhpur-Idaipur-Aurangabad	W	W	W
59.	Delhi-Jaipur-Udaipur-Aurangabad-Bombay			
60.	Delhi-Nagpur-Raipur	—25.0		W
61.	Delhi-Nagpur-Raipur-Delhi	—	—	N
62.	Delhi-Raipur-Bhubaneswar-Delhi			W
63.	Delhi-Varanasi-Bhubaneswar-Delhi	—50.0		+150.0
64.	Madras-Bangalore-Ahmedabad	—33.3		
65.	Madras-Bangalore-Coimbatore			—14.3
66.	Madras-Bangalore-Goa	W	W	W
67.	Madras-Bangalore-Mangalore	—25.0		
68.	Madras-Vizag-Calcutta	—25.0		
	International			
69.	Bombay-Karachi	—20.0		
70.	Bombay-Colombo	W	W	W
71.	Delhi-Lahore	W	W	W
72.	Trichy-Colombo	W	W	W
73.	Calicut-Sharjah		+40.0	
74.	Calcutta-Bangkok	—25.0	+33.3	
75.	Calcutta-Dhaka	—25.0	+33.3	
76.	Colombo-Madras	—7.7		

W : Right withdrawn 000% Reduction in capacity)
N : New Flight (% Increase can not he indicated)
— : No Operation, Blank Space ; No change in capacity.